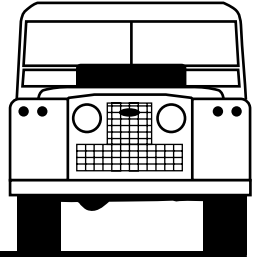


OTTAWA VALLEY LAND ROVERS



January 15, 2018

www.ovlr.ca

Volume XXXV, Number 1



Rover Night Keychains

P.O. Box 478
Carp, Ontario, Canada K0A 1L0

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada and the second oldest in North America. Membership is open to all Land Rover enthusiasts. Executive meetings are held on the first Monday of every month. Social meetings are held on the third Monday of every month, generally at the Prescott Hotel on Preston Street.

OVL R offers a monthly newsletter and a variety of activities throughout the year, from mechanical seminars and off-road rallies to social events and family oriented outings. Members receive discounts on parts from a number of North American suppliers. Off-road activities come in several categories. The light version, which is usually entertainment during a rally or at one of our family summer events, consists of a little "mud bogging" or tours along country lanes. The heavy stuff, which is usually several days across public lands navigating by compass, topographical maps and aerial photos, involves bridge building, river barging, and driving conditions raging from cedar swamp to rocky hill winching.

Membership: Canadians joining throughout the year pay \$35 CDN per year, Americans and others pay \$35 US per year (Membership is \$75/year if you want a printed Newsletter via mail). Membership is valid for one year.

Radio Frequencies

VHF 146.520
CB channel 1
FRS channel 1 sub 5
SW 14.160 MHz
OVL R/Land Rover HAM:
14.160 MHz @ 01:00GMT Tuesdays

Online

<http://www.ovlr.ca>

<http://www.facebook.com/groups/1477333665898918/>

Land Rover FAQ: <http://www.lrfaq.org>

Newsletter Archive

<http://www.ovlr.ca/nl/OVLR.nl.freq.html>

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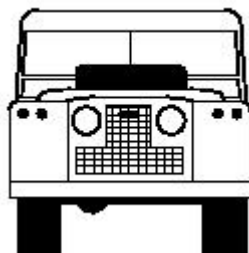
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OVL R Newsletter

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The OVL R newsletter is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

Submissions: Articles and photographs may be submitted to the Editors, Terry King (terrycking@rogers.com) or Dixon Kenner (dkenner@gmail.com) or via post to the club address. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back. For the best reproduction of photos, use the highest resolution possible. Do not include photos in the text files.

Advertising Information: \$35 CDN for 1/4 page ad. Must run for minimum of three months. Free add space is provided to members.

Deadlines: Submissions to the OVL R Newsletter must be received by the 5th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and attributable. Names may be withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

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Newsletter Production Editor

This issue: Benjamin Smith (γδβγ)

Production Assistance:

Bruce Ricker

Greetings,

Another year arrives, thought with a distinctly frigid aspect to it. Temperatures plummeting to the point where the mathematically challenged don't have to convert between the imperial and metric systems.

This month brings the traditional time to start planning for some of the coming year's events. Within these pages you will find one that goes through and identifies a number of the larger events occurring this year in various quarters of Canada and the USA. Note, this is not an exhaustive list as there are even more smaller events that happen every year and are more social in nature, though do have their off roading features.

The occasional series on Land-Rover stamps starts, as well as an article from Dave Bobeck on the new Defender that is under development in England. For those wanting something about maintenance, Alan Richer contributes an article on Series Petrol tanks and their cleaning.

To think that all Rovers languish under a snowbank is not completely true, a short note on RoverNights and some of the progress and challenges that can be found in a poorly heated garage at -25c. Well, it is better than under the plastic tarp of the DormieDome.

January also completes a full year as the temporary editor of what is probably the longest running Land Rover Newsletter in the America's, or outside the U.K. and Australia. And this is the the annual, plaintif cry, or question on whether or not anyone wishes to take over as editor. This past year saw me take over in February to give the other "temporary" Editor, Terry, a break. So, eleven issues and one hundred and nine (109) pages. A far cry from 2013 when it was 280 pages in the same period and the machine wasn't temporary, but lacked burnout protection.

The Annual General meeting will be held in early March. Location to be determined. It will be someplace central. The draft agenda will be opening remarks from the President, followed by reports from the various elected Executive members (Events, Off-road, Treasurer, Secretary), and then the appointed members (Editor, Merchandising, Club Equipment, Archivist, etc as required) ending with the Returning Officer and either a vote on various positions, or for positions lacking more than one candidate, a ratification vote proposed by the Returning Officer and ratified by the members.

Note, there is usually a brief recess to allow members to replenish drinks, some strong arm tactics and gentle persuasion to ensure that the upcoming motion presents a full slate of potential members for the Board of Directors.

After the vote, the balance of the agenda will deal with event planning and other business.

I do note however that the Birthday Party is set for June 23rd, just after the solstice on the Thursday,

which has been deemed the Club's Birthday.

And finally, the January Social was a well attended affair. There were three things for the evening: Bruce Ricker's 65 Birthday. A brief Executive meeting to discuss insurance, and the Social proper.

The subjects discussed were many and varied. From crossword puzzles with Murray Jackson to Austin Minis. What restoration and projects are underway. A few it seems. Land Rover owners should feel grateful for having a ladder chassis underneath. Alastair's wiring problems were touched upon, with several quite curious to what the eventual cause will be.

Bruce was humbled by the turn out for his birthday celebration. Wished there were were more birthdays to get more people out.

Per Insurance - OVLRL had a fantastic deal from the eastern Ontario four by four club. But it is collapsing and exec getting out of the hobby so the insurance ending. So it may be back to the old system for just the club proper to protect the corporation and board of direction. Discussions and research is underway, but the club continues to be insured today.

Elections are looking to be another round of ratifications at the Annual General Meeting. For anyone interested in taking a turn at an executive position or volunteering to help out the club for a year, drop a line to someone on the Executive.


The next Social will be at Whisper's in Westboro on the 19th of February.

The next event of note is the WinterRomp in Benton Maine. For readers new to this particular event, the WinterRomp is a unique one. There is no club sponsoring it. There are no sponsors period. Is is an event entirely run individually where you come prepared to go out on the network of pre-established trailed or the power line and enjoy the challenges of the Maine woods. Conditions change dramatically from year to year and it is an event well worth experiencing. Details within the newsletter.



Dowell Family 1967 SIIA NADA circa 1975

Other News, Rebuilds/Projects, Lies, Rumours, Trivia

 As this Newsletter was getting put to bed the club faithful gathered for the montly social at the Cheshire Cat.



Attendess: Murray Jackson, Fred Joyce, Andrew Finlayson, Roy Parsons, Andrew Jones, Terry King, Delia Finlayson, Simon Skuse, William Ficner, Kevin ??? Dave Pell. Bruce Ricker & Sue, Kevin Newell, Mike McDermott, Rob Ferguson & Julie, Ted Rose (titular head of the TRSS) and new guy Kevin.

Kevin has a white disco. Into Minis before.

The three items on the agenda for the evening:

1. Bruce Rixkers 65 Birthday
2. Executive meeting to discuss insurance
3. Social

Subjects. Many and varied.

- crossword puzzles with Murray. Lots of discussion there. He promised if we create some word lists to help him, he will do crosswords for the newsletter

- Minis. Restoration and projects under-way
- Alastair's wiring problems.
- various other restoration issues that are underway.

Bruce was reported to be humbled by the turn out & wished there were were more birthdays to get more people out.

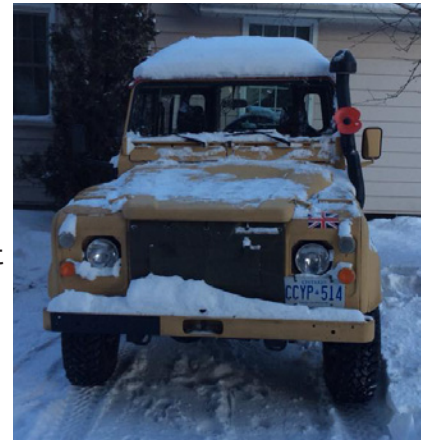
Insurance - for the past decades the club has had a fantastic



deal from the eastern Ontario Four X Four club. But that club reported to be is collapsing and their exec getting out of the hobby so insurance deal for OVLR is ending. The Exec is looking into options.

 Derreck Hammond reports:

Happy New Year!
-33C overnight. Took battery out warmed and charged it.... half hr of block heater....start up at -20C...dependable 200tdi!



 Jerry Dowell reports: Week one has the hood, fenders and 4 doors primed and ready for paint seat box end panels replaced on Roving Gertie. Next is firewall repairs Slow and steady. Prep work done, waiting for parts to move forward.



Once welding is done and sills and B and C pillar repair panels have been installed we will remove the body from the chassis.

Gertie is a 1967 SIIA NADA #137 and has been part of the Dowell family since the early 1970s.



OVL R Christmas Dinner

by T. King

On a cold December night (the 30th), the Ottawa area gang got together for a winter feast at Bruce and Sue's Kanata home. This year it wasn't super sub-freezing so it made the trip there fairly pleasant, although I had the good fortune to ride in a 110 with heated seats and a Wabasso heater, thanks to Kevin N.

We started slowly as the locals arrived earliest (I brought appetizers so I felt it was best to get there early). Kevin brought a crab drip, courtesy of wife Linda which was divine. There was a ceremonial opening of a single malt for some, and for me the snapping of a beer tab. As some of you may know, the hosts had just completed a reno of their kitchen there and they're very happy with the results (note the use of those HOM-ONYMS as there could be a test in future).

As several of the early arrivers examined the scotch, I went on a beer tour of the kitchen cabinets. I don't recall if each one had a name but it certainly had a purpose and a personality. Very nicely done. People who work for a living, and their spouses continued to arrive over the next little while. The food piled up in 3 rooms as we did our best to overcome the influx of calories.

After we settled into the back room and had polished off a plate or two, the conversation turned to politics and the like but stayed civil. We discussed Trump and Trudeau but did not settle the world's problems.

On a side note, I think Eric had the best Christmas sweater, although there was no contest announced ahead of time. It is not known if Wendy suggested that he (made him) wear it. Dogs and other rescue animals came up as a hot topic for a bit and it helped me plan my next move. Serena is 9 and I may look for a companion for her in the coming years. Although I would like an owl or a cougar, I will stick with a dog or a cat. Andrew and Delia were in attendance which I suspect sparked the animal discussion.

Several long time members could not make it due to illness, Peter G. and Donna most notable. Andrew and Dom were also down for the count. Will F and family were out of town. It was nice to see relatively new member Jonathan Wheatcroft and his wife Laura attend. Laura has recently been working in Vietnam, but we didn't discuss her responsibilities there. Secret agent maybe? Who knows?

As my time there came to an end, I handed off the Ladies' crossword puzzle to Bruce so that he could administer the punishment. Thank you Murray Jackson for contributing another fine mental challenge. And...we have a new crossword champ, Jonathan's wife Laura, with Sue, Wendy, and Delia close behind. While it usually ends in a tie (Dom Jones the recent exception), as there was a clear winner, it would seem that the judge's over-seeing kept this an honest game.

While there may be other late night tales, they are

only for those that were there. Thanks mostly to the hosts and also to everyone who contributed and/or attended.



Upcoming Events

January 15, 2018

285th Monthly Social
Cheshire Cat, Carp

February 17-19, 2018

Maine Winter Romp

Benton, ME

Organizer: Bruce Fowler

www.winterromp.me

Facebook: <https://www.facebook.com/groups/819284711551578/>

February 19, 2018

286th Monthly Social

Whispers Pub, Westboro

March 5, 2018

Annual General Meeting

Location: TBD

March 19, 2018

287th Monthly Social

Prescott Hotel (Beach & Preston Streets in Ottawa)

Mid April, 2018

31st Maple Syrup Rally

Shawville, Quebec

Some Non-OVLR News & Rumours

New Defender Release Date and More by Dave Bobeck

The iconic Series Land Rover and its younger Defender offspring are known for their nearly un-matched off-road ability, ease of service, and most of all, their propensity to leak constantly, unaffected by the careful efforts of their hapless owners.

It is only appropriate then that news out of Solihull regarding the new Defender comes to us in the same way - trickling out so slowly that it goes unnoticed. Then one day, suddenly there is a puddle on the ground of sufficient size to be worth doing something about.

Which brings us to today's report. I think the last time we left off on the topic, we knew the Defender would not retain any retro-looking style based on the old models, that it would have an electric option, and be out in 2019.

The latest reports I've seen, now a week or two past, report a few more details. Perhaps these aren't news to every anorak out there, but I've not been following the press so much these last few weeks.

The biggest development that I'm aware of, besides the purported spy photos we posted last time around, is that the new Defender is scheduled to launch as part of Land Rover's 70th-anniversary celebrations. The first Series One was unveiled in April of 1948, though I will be pleasantly surprised if we see anything that early in the year. After the launch, expect to see models available for sale in 2019.

As for the electric bit, we are talking about a full-electric vehicle - a pure EV, not a hybrid. Though, it isn't clear whether a hybrid model would also be in offing. In any event, this goes hand in hand with parent company Jaguar Land Rover's stated goals of having electric options across the board by 2020 and also with taking JLR and the UK as a whole to the top ranks of the hybrid and electric vehicle market, and in the process growing the company and creating thousands of jobs.

This follows on with the introduction of the Range Rover Sport Plug-In Hybrid late in 2017 and the much-touted pure-electric Jaguar I-Pace, anticipated to hit dealer lots sometime in 2018. It stands to reason then that the new EV Defender would likely share some powertrain technology with its Jaguar relative.

The 2019 Defender, is currently codenamed L663 and will share the same aluminum architecture which used on other models, and will be available in long and short wheelbase versions with a choice of either a hard-top or soft-top body style.

Land Rover creative director Gerry McGovern has spoken publicly on the record about the British SUV brand's all-new replacement for the iconic Defender for the first time.

Land Rover design director Gerry McGovern said that the all-new Defender will be built to meet the needs and expectations of future buyers. Like its stable-mates, it will incorporate new technology in order to stay relevant. It will be "modern, fully automated, highly technical and futuristic."


He also said that the new Defender will become the "backbone of the Land Rover brand".

While McGovern has been hesitant to reveal much about the new Defender, he did give us this last morsel: For all the rivet counters out there, we have bad news for you. The new Defender will not have visible rivets.

 Jaguar Land Rover reported the global sales in 2017 rose 7 percent to a record 621,109 vehicles with 552,508 of them being Land Rovers (up 2% year on year).

China is largest market for JLR with annual sales of 146,399 vehicles (up 23% year-on-year). North America also reported a calendar year record sales of 128,097, (up 9%). Meanwhile sales in the UK was 118,000 vehicles.

The company said that growth in China and the U.S. helped to offset difficult conditions in the UK and the rest of Europe.

 One of the two pre-production 80" from the Amsterdam Auto show in 1948 has been rediscovered near Birmingham, UK. It had sat on a field in Wales from 1968 to 1988 and then sold someone near Birmingham. It was spotted in a garden in 2016 and bought by JLR. JLR is intending to restore the 80" and keep it in their collection. Since this reported as being build as a LHD, this must be L.05.



General Servicing: Repairs, Humour, Tales & Trivia

Fuel Tank Cleaning

by Alan J. Richer

Tanks. Every Rover has one or more of them - some as high as three. These normally soldier on until a rust perforation happens or some wayward rock lets all the petrol out.

However, sometimes a car sits...and sits...and sits...and the fuel remaining in the tank turns to sludge and the tank turns into a serious problem. If it's an easily-replaceable tank like the side tanks for a Series II onward you simply curse, get out the checkbook and in goes a new one. If it's an odd tank like the underseat for a Series I (which was my case) then when this happens it's time to roll up your chemical and literal sleeves and give the tank a good cleaning.

First off, get the tank out of the truck. Yes, I know, this means disconnecting and removing parts and work, but it has to happen. You can't do an effective job of cleaning a tank in the vehicle. Before you remove the tank however remove the contents and dispose of said contents in an ecologically responsible manner. Examining the contents will also give you a good idea of the internal condition of the tank. In my case, the tank was coated with hard, crusty material I thought was rust, and the bottom filled to a half-inch with a black tarry substance.

With the tank out and stripped of sender and pickup tube (to be cleaned separately) now the cleaning can begin. If you can reach the inside of the tank (and luckily I could) clean out through manual means any solids or debris still in the tank. A plastic paint scraper with the corners bent upwards is handy for this - allowing you to scoop out the reeking contents of the bottom of the tank.

With the tank now as empty as it's going to get it's time to put the chemical squad to work. Set the tank up on a solid stand or 5-gallon buckets - you are going to want to be able to drain the tank into a container for responsible disposal of what comes out. Boil two gallons of water on the stove and in a clean bucket put a cupful or more of dishwasher detergent (the machine stuff, not liquid used for handwashing). Add the boiling water to the bucket swirl to mix and add the liquid to the tank. Fill the tank the rest of the way with hot water - you want the tank completely full with no air pockets so the detergent can attack the crud over time.

Let this soak at least overnight - when I did mine I gave it 12 hours. Drain the tank and examine the water coming out - in my case it was an opaque, chunky mess that had to be kept flowing by periodically poking a screwdriver into the drain to break up clogs of material. Drain it completely - you really don't want to be sloshing around in that caustic mess. Dispose of the drainings responsibly - do not let this stuff get to the wife's roses

or the lawn or you will be unhappy - it will kill plants.

If you can get inside the tank now is the time to attack the interior with a wirebrush or the like. I did this and was able to reach nearly every corner and give it a thorough cleaning, dislodging a large quantity of black material (the remains of expired fuel). If you do not have access to the inside of the tank, duct tape over the ports and several handfuls of sharp gravel are the way to go - add gravel and a few quarts of water, seal the ports and shake the tank vigorously to scrub the interior surfaces with the gravel. You need some mechanical means to clean out what the chemistry has loosened - the soaking alone is not going to do it.

Examine the interior of the tank with a strong light. If you're lucky the cleaning has left a surface nearly free of deposits - in my case the cleaning was patchy and I had to perform the above cycle twice to get out all the offending solids stuck to the surface.

With the deposits out of the way you may see clean metal, or you may see patches of rust. If the patching is minimal to nonexistent swirl some oil in the tank to coat the surfaces, thank your lucky stars and set the tank aside for reinstallation. If not, then the chemical squad needs some assistance from the acid division.

Muriatic (hydrochloric) acid is used for cleaning brick and masonry and is very, very nasty stuff. If you feel the need to use this to treat the rust in your tank good luck with it - I'm not going to give you directions here other than to mention that you never EVER pour water into acid - and wear goggles, gloves and proper skin protection. There is a better chemical - phosphoric acid - and it's easily available as well.

Phosphoric acid preparations are available at the hardware store for rust reduction - Ospho is one brand that comes to mind though there are others. In the case of these preparations it's a matter of following the directions on the container - do use safety equipment and be careful as this stuff is no walk in the park either.

At this point you have a decision to make - does the tank need to be coated internally due to heavy rust or pinholing? Thankfully mine did not - the crud had acted as a preservative coating and the interior of the tank had essentially been an anaerobic space which prevented corrosion. If yours had been open to the elements or has had a large amount of water in it you are unlikely to be in such a situation.

If the tank needs coating there are several products out there - the most-often spoken of is the POR-15 product, with Red-Kote being a close second. I have not used either, though I have heard both spoken of well. With

these products preparation is everything, and follow the directions to the letter for best results.

To summarize, a contaminated fuel tank doesn't need to be scrapped or sent out for refurbishment - a patient attacking of the problem at its source with care and attention to detail will give good results in nearly all situations.

Editor's note: while this article explains one way of cleaning, another couple spring to mind. The first can be found on YouTube. The owner has raised the rear of an 88" and put it on axle stands. The fuel tank has been ratchet strapped to a rear when and the vehicle put in low range, 4x2x forward gear. This causes the rear wheel and attached tank to turn as a reasonable rate, while filled with chain, nuts and bolts et cetera.

A second described is slight more interesting. The chap washed out the inside of his fuel tank with soap and water and put the fuel tank in his car and drive to the nearest Home Sense where he bought a bunch of pillows on sale. He then drove to the local laundrymate where he put the pillows inside a dryer, put in five pounds of gyprock screws, and places the fuel tank in the centre of the dryer, nestled in between the pillows and set it for a long term air dry. Bring lots of quarters.

If you don't clean the tank well enough, or rust continues to grow, perforating the POR15 layer, causing it to weep, you can re-POR15 the tank of you get the old epoxy burnt off in a sufficiently hot oven. The estimate in Ottawa for a place that does this is between \$400 to \$600. A new tank might be cheaper. A cost benefit analysis should be undertaken.

Land Rover Stamps, Part 1, An Introduction

by Dixon Kenner

So, your Land-Rover is out languishing in the hot sun, or under a snow bank, you are inside, and looking for a distraction. Maybe you collect stamps and are looking for a diversion as I was, or you want to expand your collection of Land-Rover paraphernalia in a new direction.

Well, one different tangent to take is to start looking for Land-Rovers depicted on postage stamps. A quick search on the Internet will turn up a few, and as you identify them, then want to go and get one to put in an album, or maybe frame to go up on the wall, you will discover that this can be a lot more rewarding, as well as time consuming. You may then learn about eBay, its joys and disasters, about your local stamp dealer, or about the plethora of stamp vendors upon the Internet. Further searches will lead you to the Land-Rover-Owners mailing lists, established by onetime OVL member Bill Caloccia. In those pages you will find discussions between T.F. Mills and myself about this very topic.

Postage stamps are just one of many collectibles for the hardcore Land Rover enthusiast who has some time and money to throw around after the latest rebuild. Whether it is badges, manuals, books, or brochures, stamps are yet another piece of ephemera. Likewise, Land Rovers are but one of a myriad of obscure topics for the philatelist. Few hobbies can provide quite the same history and geography lesson as stamp collecting. Given that Land Rovers have been reported in just about every country on earth (yes, even North Korea), not to mention many of the world's civil and military services, it is not surprising that so many postal services have commemorated them. The images range from superbly accurate representations of the vehicles (e.g. Tuvalu, 1985; and Ascension Island, 1996) to barely recognisable tiny cars in a larger scene (Australia, 1992).

This is the first article in a series <sic>. Later articles will look at specific issues, and eventually conclude with a rather large listing of what I have been able to put together on and off over the past twenty-five plus years. Future articles will deal with such things as:

Land-Rover Series, Defenders, and Plushies on postage

stamps;
The Queen and Land-Rovers;
Series One 80 inches or later;
Land-Rovers as police cars, fire appliances or ambulances;

Planned is discussion on what "may be" a Land-Rover, where the balance of the argument is that they really most probably are, ranking them whether it "is", "maybe", and "most probably not";

An article on what are not Land-Rovers when people claim they are - EG, there is a series of stamps from Lesotho with the theme "Africa in film". There is a stamp for the movie Hatari! starring John Wayne. The vehicle on the stamp is indistinct, looks like a LR, but is actually a Jeep when you check on what vehicles were used in the movie. Yes, there are Land-Rovers in two scenes, one broken down with the bonnet up. Kind of appropriate really. Or another Australian set, on out-doors activity, which is actually a Toyota FJ towing a caravan/camper, but short of a very good image, you can argue either way. In the end actually getting the stamp, getting a good magnifying glass, or photographing and blowing it up reveals the rear corner wrap around window gives it away.

As a tangent, the reason that stamps where the image is "most probably" or "certainly not" a Land-Rover, are included in this silly exercise because some <idiot> claims that they were a Land-Rover, it then got into some listing on the Internet, and the misinformation stays alive forever. Best example of this is Qatar, the "Security Forces" set from 1969, where there are some Ferret armoured cars on one stamp which keep popping up in random lists as being Land-Rovers. No, no, no!

And, interspaced through all of this as interest takes me, a lengthy series of pages with images of all of these stamps, along with descriptive information that will make your efforts to find them a little easier than mine. Frankly, I am both astonished, as well as appalled with the number of stamps I managed to find over the past twenty years of looking on and off.

RoverNight, a Definition

by Dixon Kenner

RoverNight (n). Originating in Canada, a RoverNight is an evening where the focus of activities are the repair, enhancement, routine maintenance, and other potential work-like activities directed at a particular Land-Rover.

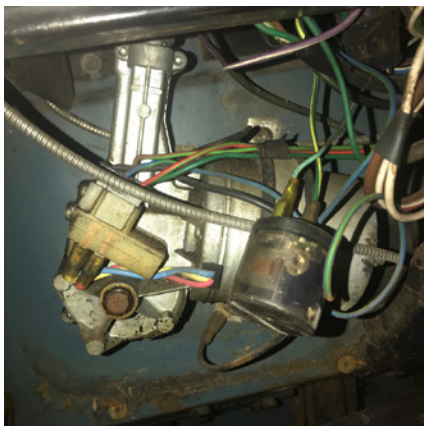
As a minimum, a RoverNight must have a host and another Rover owner present to work on a vehicle. While numbers of upwards a dozen have been known, the common number of participants seems to be three or four, where subject matter experts attend to provide sage advice on particular aspects of the vehicle. A common example would be the person who dreams of wires and can debate the merits of the Lucas electrical system with the less informed. There are usually always a couple of hangers on who prefer an evening out with Rovers than staying at home to watch television or surf the Internet.

Beer is a necessity at RoverNights. More evolved and established RoverNights seem to have a wide variety of imported beers. While single malt is known at RoverNights, the affect, once opened, is to dramatically reduce productivity.

RoverNights also include the concept of plenary sessions. A plenary session is one where the minimum complement of Land-Rover owners plans and debates future actions and RoverNights. They can also include tangents, such as RoverNight no. 146 where one Land Rover owner, attending in his newly restored Defender 110, debated the wisdom of other RoverNight attendees who had advocated driving home on the sidewalk as it had started to snow and the City salt truck had just gone by.

It is the responsibility of the host to provide a selection of beverages, a kind of a thank you, to the attending workers, as well as heat in the winter. RoverNights, where the beer needs to be placed in front of propane heaters to keep it from freezing solid are not unknown. Likewise, in the Summer, cooling facilities for the beer is required.

Local history - the original RoverNight has been lost in the mists of time. Originating at Kirkwood Manor, Dixon Kenner's residence, it was aimed at keeping the BGB going. Early participants included Alastair Sinclair, Dale Desprey, Ben Smith and Dave Bobeck. Since then, local RoverNights have worked on the following suite of vehicles: 1951 80"; 1955 86"; 1957 88"; 1964 109 Station Wagon; 1969 Dormobile; 1972 88"; and a 1973 88".



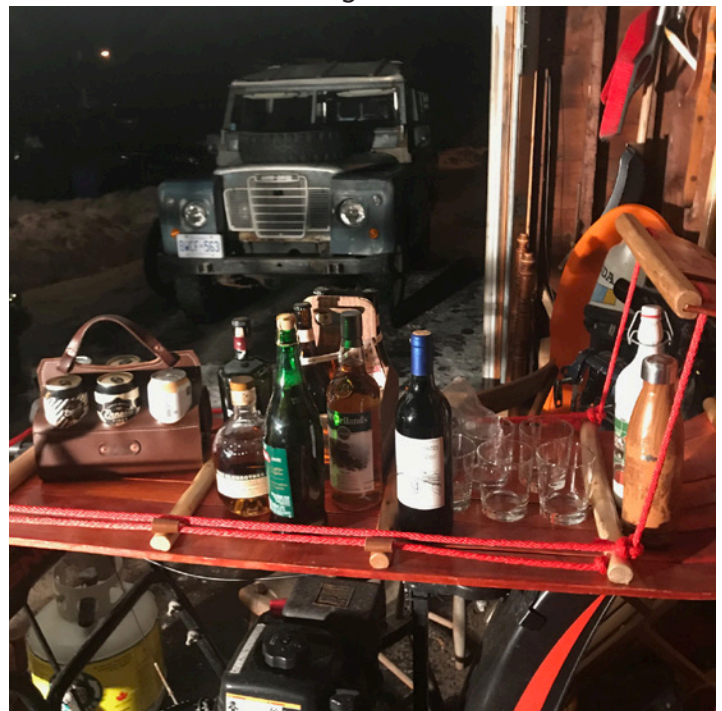
The RoverNights

by Dixon Kenner

It has been a while since RoverNights have been discussed. An occurrence that started long ago, and in late 2009 was actually counted as fun, I can report that RN no. 150 has been passed just prior to Christmas.

Speaking of the Solstice, there was a special RoverNight (no. 151). Nearly a dozen people appeared, there was food, and one chap brought smoked ribs. Quite a few showed up in the, rather frigid, temperatures. Lots of interesting discussions, one comparing the older Porsche market to vintage LR market and the similar trajectories, though the Porsche is starting to soften.

All three bottles of single malt were consumed. No Rovers were harmed that night, though in think a few heads were sore the next morning.

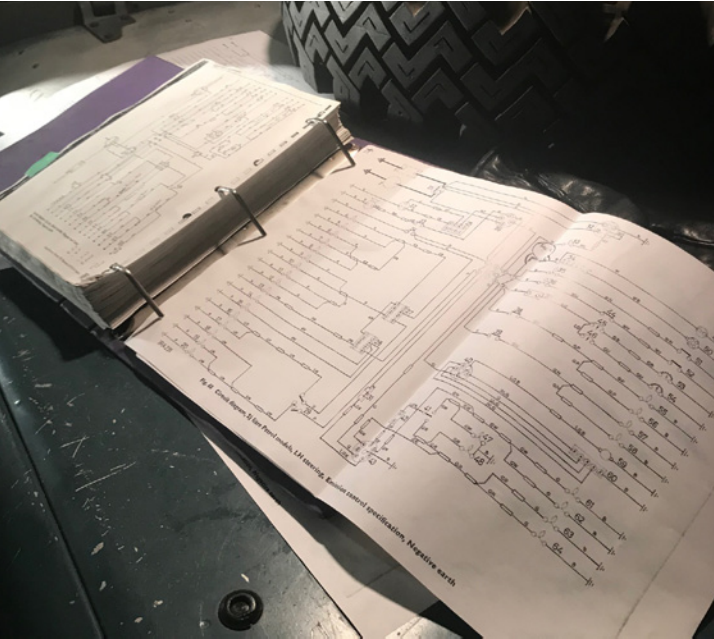


But, this solstice plenary session, besides good food and ale, did have another purpose. Discussion of the electrical gremlins that the Prince of Darkness has inflicted upon Alastair's Series 3 88. Some flakiness with the horn had led to a new turn indicator/horn switch/high beam switch due to the original finally succumbing to forty years of use with all of the power for the high beams and horn running through a plastic switch. A replacement was in order. At the same time, from William Ficner, a relay kit to drop the power for the headlamps to a trickle through that indicator switch. Power issues solved for the switch, but we are on our fourth switch as the Prince is chased through the system.

Most recently, an inadvertent shorting of two fuses to ground resulted in the hazards working, but the turn indicators not flashing. Rather odd. That led to the discovery that the LHD 2.25l Petrol export wiring dia-

gram in the factory manual is not the wiring diagram for a Canadian or American Series 3 from 1972/4. That needs to come from a North American manual from that era, or the owners manual. Happily Ben Smith had one. Eventually it will be up in the Land Rover FAQ at www.lrfaq.org for everyone to reference.

The North American Series 3's had hazard flashers, which meant a slightly different circuit for the lamps, using two relays. If you have not tried to access behind a Series 3 dash, suffice it to say, stick with Series Ones



to IIA's. Despite that pain and suffering, somewhere along the way, or in the factory, the second relay ended up under the wiper motor under the dash. Really...



3 Brothers Classic Rovers

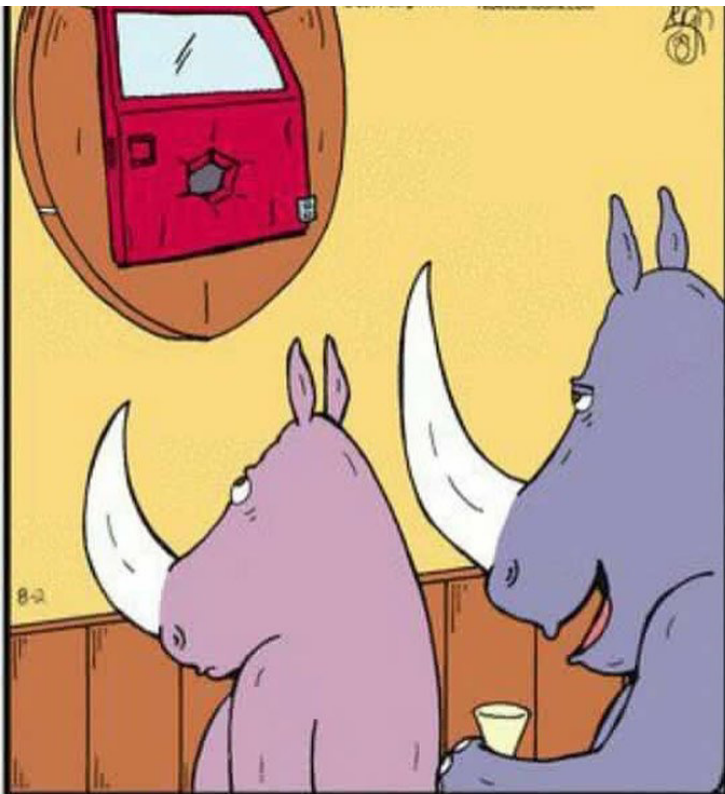
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"It's true, son. You never forget your first. Mine was a '75 Land Rover. Boy, they just don't make 'em like that anymore."

Rovers & Parts for Sale

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Craigslist in Salt Lake City.

URL - <https://saltlakecity.craigslist.org/cto/d/shorland-armored-car-land/6448130640.html>



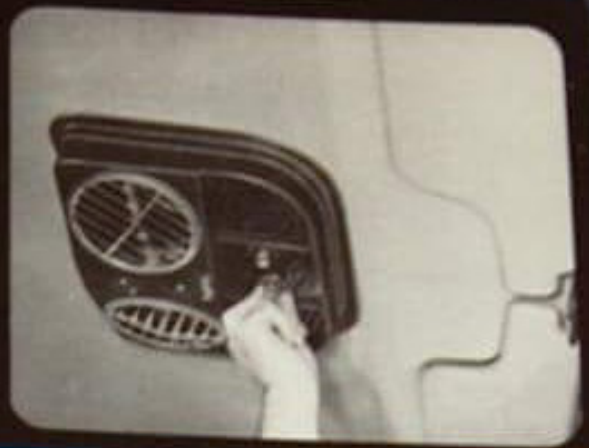
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